

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

February 26, 2004

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Scottsdale: Jan Dolan, Chairperson	Litchfield Park: Mike Cartsonis
ADOT: Dan Lance	Maricopa County: Chris Plumb for Tom Buick
Avondale: Dave Fitzhugh	Mesa: Jim Huling for Jeff Martin
Buckeye: Joe Blanton	Paradise Valley: Robert M. Cicarelli
Chandler: Dan Cook for Patrice Kraus	Peoria: David Moody
*El Mirage: Ramon Leon	Phoenix: Tom Callow for Phoenix
*Fountain Hills: Randy Harrel	RPTA: Bryan Jungwirth
Gilbert: Tami Ryall	Surprise: Randy Overmyer
Glendale: Allan Grover for Jim Book	Tempe: Robert Yabes for Tempe
Goodyear: Grant Anderson	*Wickenburg: Shane Dille
*Guadalupe, Antonio Figueroa - Iturralda	

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott, RPTA	Pedestrian Working Group: Eric Iwersen, City of Tempe
*Street Committee: Don Herp, Phoenix	*Telecommunications Advisory Group:
*ITS Committee: Jim Book	
*Members neither present nor represented by proxy.	

OTHERS PRESENT

Eric Anderson, MAG	Mary O' Connor, City of Scottsdale
Ken Hall, MAG	Ali Makarachi, City of Phoenix
Paul Ward, MAG	Tom Remes, MAG
Steve Tate, MAG	Jim Creedon, Landry, Creedon and Associates
Don Mauller, ADOT	John Dugan, Pharos Corporation
Terry Johnson, City of Glendale	Jonathan Lindsey, Fennemore Craig/BNSF
Peggy Carpenter, City of Scottsdale	Mike Connors, HDR
Bob Antila, RPTA	Kwi-Sung Kang, ADOT
Chris Voigt, MAG	Stuart Boggs, RPTA

1. Call to Order

Chairperson Jan Dolan called the meeting to order at 10:06 a.m.

2. Approval of December 11, 2003 Minutes

Addressing the first order of business, Chairperson Dolan asked if there were any changes or amendments to the meeting minutes. Mr. Bryan Jungwirth moved to approve the minutes as presented. Mr. Robert Cicarelli seconded, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Chairperson Dolan stated that she had not received any request to speak cards from the audience, and moved to the next item on the Agenda.

4. Transportation Director's Report

Chairperson Dolan introduced Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's report. Chairperson Dolan thanked Mr. Anderson and the MAG Staff for their efforts on the development of the Regional Transportation Plan (RTP). She also congratulated Mr. Anderson and MAG Staff in their efforts to move the plan through the legislative process, which will ensure a public vote by citizens of Maricopa County on the extension of the half-cent sales tax in November of 2004. Mr. Anderson thanked Chairperson Dolan, and stated that the approval of the MAG RTP, in addition to the legislative authorization of a November vote on the plan, and the extension of the sales tax, collectively represent the strong leadership and hard work of the business community and the elected officials of the region.

Mr. Anderson addressed the Committee, and stated that the working session for the Regional Arterial Working Group that was originally scheduled for January 22, 2004, was cancelled due to efforts affiliated with moving the RTP through the legislative process. Mr. Anderson informed the Committee that having this extra time between now and November would allow Staff to further structure the Regional Arterial Program. Mr. Anderson stated that staff was presently engaged in addressing two efforts associated with the program, which include the process of obtaining more information from member agencies, and more thoroughly assessing and categorizing program issues.

Mr. Anderson said that an "Information Request" will be sent out to member agencies in an effort to obtain further information on the status of project listings; construction start and completion dates; issues surrounding the status of local match requirements; and any other issues that member agencies may have. Mr. Anderson said that it was very important for MAG Staff to compile a comprehensive database of projects and issues for the FY 2006-2010 Transportation Improvement Program (TIP). He also stated that staff was reviewing

a list of “50 primary issues” that were directly associated with the Regional Arterial Program. This list was generated from the active input and participation of those members which were present at the initial meeting of the working group. Mr. Anderson said that it was Staff’s intent to complete a comprehensive briefing paper that specifically addresses the 50-point list, and categorically groups all of the issues and individual subjects, or areas of concern, for further discussion, review and revision. He informed the Committee that the next workshop for the group would more than likely take place sometime during April of 2004.

Mr. Anderson then informed the Committee that there would be a hearing of the State Transportation Board on March 5, 2004, at 9:00AM in the ADOT Auditorium. He informed the Committee that the State Transportation Board would be addressing the FY 2005-2009 ADOT Tentative Statewide Transportation Facilities Construction Program. Mr. Anderson said that the Draft FY 2009 ADOT projects for the MAG Region were addressed at the December meeting of the TRC and would be presented today for action.

Mr. Anderson provided an overview of the Regional Area Road Fund (RARF), and informed the Committee that collections for the half-cent sales tax for December were up by 6 percent over the previous year. Mr. Anderson also noted that the fund was up by 5.8 percent over the previous six months, which is above the 4 percent increase that was initially projected by ADOT. Mr. Anderson then addressed a question from Mr. Mike Cartsonis concerning the Regional Arterial Program, and the concept of addressing other issues beyond the 50 that have already been identified by the working group. Mr. Anderson informed the Committee that if other issues arose as part of the process, that they would be addressed at upcoming committee meetings. There were no further questions from the Committee, and this concluded Mr. Anderson’s report.

5. Approval of Consent Agenda

Addressing the next order of business, Chairperson Dolan addressed Agenda item #6 (Request to Transfer Funding for a Town of Gilbert Bicycle/Pedestrian Project to Two Adjoining Projects), Agenda item #7 (Request to Transfer Funding Between Two City of Scottsdale Intersection Improvement Projects), and Agenda item #8 (ADOT Red Letter Process), and asked members in attendance if they would like to entertain a motion to approve these item as presented, or to remove any of the items for discussion. There was no discussion on this item, and Mr. David Moody moved to recommend approval of the consent agenda items as presented. Mr. Grant Anderson seconded, and the motion was unanimously approved by subsequent voice vote of the Committee.

9. Request to Transfer CMAQ Funds for a City of Tempe Pave Dirt Project to a Bicycle Project

Addressing the next order of business, Chairperson Dolan introduced Mr. Paul Ward, MAG Transportation Programming Manager, to provide an overview of the City of Tempe's request to transfer CMAQ Funds for a Pave Dirt Road project to a Bicycle Project. Chairperson Dolan also introduced Mr. Robert Yabes, Principal Planner from the City of Tempe, who was in attendance to provide a brief overview of the project. Mr. Ward addressed the Committee, and called their attention to the table in Attachment Number Five of the Agenda packet. Mr. Ward then informed the Committee that he had prepared an updated version of the table, and handed it out to members in attendance. Mr. Ward then acknowledged Mr. Robert Yabes, who addressed the proposed amendment to the FY 2004-2007 MAG Transportation Improvement Program (TIP).

Mr. Yabes stated that the City of Tempe currently has a CMAQ (Congestion Mitigation and Air Quality Improvement Program) funded project for paving a dirt road (Perry Lane) in the amount of \$450,000. He said that the City wishes to defer construction of the pave dirt road project until FY 2006. Mr. Yabes also stated that the City intends to increase the scope from \$900,000 to \$1.2 Million, and to complete the project completely with local funds.

The City of Tempe has a separate \$300,000 pedestrian project currently programmed for \$282,900 in CMAQ funds in FY 2006. The City wishes to increase the size of this project to \$640,000 and to advance construct the project with their own funds in FY 2004. In addition to advance constructing the project, and therefore receiving a reimbursement of the \$282,900 programmed in FY 2006, the City wishes to transfer \$317,100 of the \$450,000 (which is being released) by removing CMAQ funding from the pave dirt road project to a reimbursement of the advance construction project in FY 2004.

Mr. Yabes summarized the City's request by stating that the net result of recommending this request would mean that both projects would be completed; that the City intended to commit approximately \$600,000 in additional local funds for completing both projects; and that the City would return over \$130,000 to the MAG CMAQ pool.

Discussion followed, and Mr. Ward addressed several questions from the Committee concerning air quality conformance issues affiliated with the request. There were no further questions for Mr. Ward or Mr. Yabes. Chairperson Dolan requested a motion on the item, and Mr. Dave Moody moved to recommend the request to allow the City of Tempe to increase the total cost of the pedestrian project from \$300,000 to \$640,000; to allow the City to advance construct the same project in FY 2004; to transfer \$317,100 in FY 2004 CMAQ funds from the pave dirt road project to be reimbursement number 1 of 2 of the increased pedestrian project; and to change the current \$282,900 in FY 2006 CMAQ funds to be reimbursement 2 of 2. Mr. Bryan Jungwirth seconded, and the motion was unanimously approved by subsequent voice vote of the Committee.

10. ADOT Life Cycle Program and Statewide Program Fiscal Year (2009) Projects

Addressing the next order of business, Chairperson Dolan introduced Mr. Kwi-Sung Kang, of the Arizona Department of Transportation (ADOT), who provided an update on the Tentative ADOT Life Cycle Program and MAG Area 5-Year Program. Mr. Kang stated that

the major funding sources for the Life Cycle program included the RARF (Regional Area Road Fund); the HURF (Highway User Revenues Fund); and the Federal Aid Fund. Mr. Kang highlighted the program's progress since its inception, and stated that there were 103 miles of new freeways open to traffic, 13 miles currently under construction, 22 miles under design, and that ADOT has also acquired a total of 8,377 acres of right-of-way. When addressing recent milestones, Mr. Kang stated that there was a Freeway Opening from the I-10 Interchange to the Price Freeway Interchange, which occurred in November of 2003. Mr. Kang addressed recently awarded construction projects on the San Tan and Red Mountain Freeways, and informed the Committee that the State Transportation Board has recently approved 171 million in construction projects. Mr. Kang then addressed a number of recent program changes, and informed the Committee that the State Transportation Board periodically updated the program every six months to accommodate for fluctuations in project costs.

Mr. Kang addressed the tentative MAG Region Statewide Program for proposed FY 2009 projects. He stated that the cooperatively developed MAG Funding Estimate for FY 2009 was \$192.6 million. Of this amount, Mr. Kang stated that there would be a MAG Sub Program Estimate of \$30.3 million for pavement preservation and other subprograms, which would leave a total of \$162.9 Million available for the MAG Region in FY 2009. Mr. Kang then addressed proposed FY 2009 projects located at I-10 (From 16th Street to 40th Street, and from Loop 202 to Riggs Road); I-17 (From Loop 101 to the Carefree Highway); State Route 85 (From Mile Post 149.4 to Mile Post 152.01); and State Route 87 (From the Tonto National Forest Boundary to the Dos S Ranch, Phase II. Mr. Kang then provided information on regional system acceleration; the DCR/EIS study process for future projects; addressed design funding for 2011 and 2012 construction projects; and also addressed funding for Traffic Interchange improvement projects.

Discussion followed, and Mr. Eric Anderson addressed the Committee to inform those in attendance that the proposed FY 2009 projects will be readdressed after the November 2004 election for the Maricopa County half-cent sales tax extension. Mr. Anderson stated that the projects as presented by Mr. Kang essentially function as a list of "placeholder" projects for the 5-year program that ADOT will be adopting. There were several questions from the Committee concerning the proposed projects, and the public meeting process for ADOT. This concluded Mr. Kang's presentation, and there were no further questions from the Committee. Mr. Tom Callow moved to recommend approval of the ADOT Life Cycle Program and Statewide Fiscal Year (2009) projects as presented. Mr. Dave Moody seconded, and the motion was unanimously approved by subsequent voice vote of the Committee.

11. ADOT Route Transfer Study

Addressing the next order of business, Mr. Eric Anderson introduced Mr. Mike Connors, Project Manager for the consulting firm of HDR Engineering, Inc., located in Phoenix, to address the ADOT Route Transfer Study. Mr. Connors briefly highlighted ADOT's overall policies with regard to transferring the jurisdiction of certain state route segments over to

local governments. Mr. Connors then called the Committee's attention to the screen at the front of the room, and provided a historical overview of the Route Transfer process.

Mr. Connors provided information on the six-member Technical Advisory Committee, and outlined the committee's previous study schedule from December of 2001 to the present. Mr. Connors addressed a number of priorities and criteria for transferring the responsibilities of routes from the state over to the local municipalities. He then addressed some of the local municipal concerns associated with taking over the sole responsibility for a State Route. These included concerns associated with the wholesale abandonment of routes, and forcing local agencies to take them; concerns about the financial impact that a transfer would have on local governments; and the need for local governments to clarify questions and issues pertaining to specific routes.

Mr. Connors then addressed the 2004 Scope for the Route Transfer Study, and stated that there has been considerable interest from individuals throughout Arizona wishing to serve on the Route Transfer Technical Advisory Committee. Mr. Connors said that he had received notice from over 40 people who wanted to participate on the committee.

Mr. Connors provided a brief update of the October 2003 Draft Report of the *Route Transfer and level of Development Study*, and addressed the primary issues as identified by the ADOT Board. Mr. Connors stated that the recommendations in the study were as follows: replacing the Level of Development designation with System Operational Classification as a tool for determining intended future status and development needs of state highways; adopting internal procedures; considering set-aside funding during the next 5-year program; possibly adopting design and maintenance standards for urban highways; adopting a reverse process for local to state transfers of roadways; and developing a new inventory of frontage roads, maintenance roads and spur routes in order to clarify their current locations and intended use in the future. Mr. Connors summarized his presentation, and asked if there were any questions pertaining to the study.

Discussion followed, and Mr. David Moody addressed Mr. Connors and the Committee, and stated that he had never even heard of the Route Transfer Technical Advisory Committee. He requested further information and clarification on the process before any sort of decisions were made. Mr. Moody addressed his concerns over Grand Avenue, and the implications that this could have on Maricopa County and the communities of Phoenix, Glendale, Surprise, Peoria and El Mirage. Mr. Moody inquired about previous correspondence, and stated that he had never received any information from ADOT, or the consultant. Further discussion followed, and Mr. Eric Anderson stated that it was his intent to bring this study before the Committee to ensure that members were informed of ADOT's intent with regard to the transferring of routes within the Region. Further discussion followed, and Mr. Connors stated that he would include all members of the MAG Transportation Review Committee on the study's future mailing list in an effort to keep everyone informed of the process. There were no further questions from the Committee.

12. Proposed Projects for FY 2005 Work Program

Addressing the next order of business, Chairperson Dolan introduced Mr. Eric Anderson, MAG Transportation Director, who provided an overview of the proposed projects for the FY 2005 Work Program. Mr. Anderson called the Committee's attention to Attachment Number Seven located at the back of the Agenda packet, and informed those in attendance that MAG Staff recently completed the proposed projects list. He informed the Committee that the final draft version of these projects would be included in the FY 2005 Unified Work Program and Annual Budget, which would be going to the MAG Management Committee in May of 2004, and to the MAG Regional Council for approval in June of 2004.

Mr. Anderson informed those in attendance that he recently attended the MAG Executive Committee meeting on February 9, 2004, and that the Committee expressed their concerns over several of the projects as identified on the list. Mr. Anderson stated that the MAG Executive Committee questioned the *Walking and Bicycling in the 21st Century Conference Series*, in the amount of \$25,000; had questions on the *School Crossing Safety Training Workshop* in the amount of \$10,000; and also questioned the value of the Pedestrian Design Assistance Program.

Mr. Anderson stated that the *Walking and Bicycling in the 21st Century Conference Series* is typically held every 18 months, and provides MAG members with an opportunity to receive professional input on a variety of issues. He said that the MAG Executive Committee questioned the need to expend \$25,000, and advised MAG Staff to review the cost estimates in further detail to identify whether conference registration fees were sufficient to financially cover the event. Mr. Anderson said that MAG Staff was in the process of assessing registration fees, and looking at other alternative funding options to schedule the conference.

Mr. Anderson then addressed the *School Crossing Safety Training Workshop* for \$10,000, which is intended to update school crossing guards on the best road safety practices at school crossings. He informed the Committee that the half-day workshop would be targeted toward officials from all MAG member agencies and school districts throughout the region. The project would fund the costs of the workshop materials and training videos. Mr. Anderson stated that the MAG Executive Committee believed that these efforts were already being coordinated through school districts, and wanted to know why MAG should take the lead on such a project. Mr. Anderson stated that he thought school crossings were a shared responsibility, and informed the Committee that MAG Staff would be assessing the *Walking and Bicycling in the 21st Century Conference Series* and the *School Crossing Safety Training Workshop* in further detail over the next several weeks.

Discussion followed, and Mr. Anderson answered several questions from the Committee concerning these particular projects. Mr. Anderson said that Staff was looking for more support on these projects from member agencies, and informed the Committee that staff would also assess the costs affiliated with the conference and the workshop. Mr. Anderson stressed that both of the projects were specifically intended to have a regional benefit. Chairperson Dolan encouraged support from member agencies, and asked the Committee to forward all future comments to MAG Staff on issues concerning this matter. There were no further questions from the Committee, and this concluded Mr. Anderson's presentation.

13. RPTA Annual Transit Performance Report

Addressing the next order of business, Chairperson Dolan introduced Mr. Stuart Boggs, Manager of Transit Planning for the Regional Public Transportation Authority (RPTA), to address the FY 2003-2004 Annual Transit Performance Report. Mr. Boggs informed those in attendance that the report was prepared on an annual basis, and that the recent plan evaluated the region's transit services in FY 2003, and also identified operating and capital improvements for FY 2004. Mr. Boggs said that the report was completed with the assistance of local jurisdictions, which are responsible for providing input, and reviewing draft versions of the report.

Mr. Boggs informed the Committee that the FY 2003-2004 Annual Transit Performance Report provided input into the RPTA Long Range Transit Plan and the MAG Regional Transportation Plan. He said that the report is utilized by local jurisdictions in the evaluation of existing transit service, and in the planning of new transit service. Mr. Boggs addressed several highlights as noted in the plan. He stated that the regional system's total transit ridership increased by 11 percent (5.2 Million boardings) to a total of over 52 million. He said that passenger revenues increased over 7 percent, to \$29.7 million, and that operating expenses also increased by over 12 percent to a total of \$16.4 million. Mr. Boggs also noted that Operating Cost per Revenue Hour and Revenue Mile on the regional system increased by over 4 percent, and that boardings per Revenue Hour and Revenue Mile increased by over 3 percent.

Mr. Boggs then highlighted a number of transit accomplishments that occurred during FY 2003, which included the following items: the City of Avondale hired a consultant to develop a 10-year transit program; Glendale continued to enhance local bus service as part of their November 2001 sales tax referendum; Mesa opened a new transit operations and maintenance facility; Peoria developed a new park-and-ride lot; Phoenix increased service on several routes, opened the Ed Pastor Transit Center, and upgraded a number of park-and-ride lots; Scottsdale completed a location study for a new park-and-ride lot; Tempe started pre-design work on an operations and maintenance facility; Phoenix, Tempe and Mesa continued participation in the Central Phoenix/East Valley Light Rail project; and the RPTA recently completed a regional transit system study, and participated as a sponsor entity for the initiation of the Vehicle Management System.

Mr. Boggs then addressed a number of primary transit objectives for FY 2004. Mr. Boggs informed the committee that the City of Avondale will develop, finalize and gain approval of a 10-year transit plan as part of being designated as a small urbanized area. He also noted that the City of Phoenix will implement new I-10 west and I-17 RAPID service, and delete Express Routes 561, 580 and 591. In addition, Mr. Boggs informed the Committee that the City of Glendale implemented the new Grand Avenue Limited Service to replace the existing Yellow Line, and implemented a new Route 51, which will provide service along 51st Avenue. Mr. Boggs then answered several questions from members of the Committee. Discussion followed, and there were no further questions. Chairperson Dolan thanked Mr. Boggs for his presentation.

Following the Presentation by Mr. Boggs, Mr. Terry Johnson from the City of Glendale approached the table and addressed the Committee. Mr. Johnson stated that he wanted to note a technical correction in the ADOT program, and stated that the south side of the Bethany Home/Loop 101 Transportation Interchange has been funded, and that the Maryland/Loop 101 Overpass has been split into two different projects. There was no discussion.

Mr. Eric Anderson then addressed the Committee, and provided those in attendance with a brief update on the federal funding process for transportation. Mr. Anderson stated that the reauthorization legislation is still being negotiated in Congress, and that a continuing resolution is in place to extend the current level of appropriation forward for another two months. Mr. Anderson informed the Committee that the probability of Congress passing a reauthorization bill for transportation was very uncertain. He informed the Committee that there were two very distinctive versions of the reauthorization bill. The Senate version called for funding of approximately \$311 Billion, whereas the House version represented an even higher figure of \$375 Billion. President Bush has threatened to veto any version of the bill that exceeds \$250 Billion. Mr. Anderson stated that the lack of an authorization bill for transportation at the federal level could affect the MAG Interim Closeout Process. There were no questions from the Committee.

14. Next Meeting Date

Chairperson Dolan informed members in attendance that the next meeting of the Committee would be held on March 25, 2004. There being no further business, Chairperson Dolan adjourned the meeting at 11:05 a.m.